

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1-12. (canceled).

13. (currently amended) A method for storing and accessing data in databases of a computerized travel reservation system, comprising the steps of:

- creating and storing rules for accessing database data in a database system of a computerized travel reservation system, the data being service information applicable to flights,

each rule comprising a criteria section containing at least one criterion used for definition of the flights to which the rule is applicable, and a content section containing data corresponding to a type of service information applicable to said applicable flights,

the at least one criterion in each rule being a market pair, the market pair comprising:

i) an origin market defining a geographic zone of departure of the flights, and

ii) a destination market defining a geographic zone of arrival of the flights,

wherein the origin market and the destination market each correspond to at least one geographic zone type from the

group consisting of an airport geographic zone type, a city geographic zone type, a state and country geographic zone type, a country geographic zone type, a geographic region geographic zone type, and a world geographic zone type;

~~— storing the created rules in a database on a computer readable medium;~~

- storing a table of the geographic zone types and a priority rank associated with each geographic zone type, the priority rank associated with each geographic zone type decreasing as a function of the geographic precision of the associated geographic zone type;

- the computerized travel reservation accessing the content of the stored rules in response to a request for a flight search pertaining to a selected market pair, and returning one of the stored rules based on a priority of the selected market pair as indicated by the priority rank associated with the geographic zone type of the origin market and priority rank associated the geographic zone type of the destination market of the select market pair

~~;~~ ~~defining the market pair with:~~

~~i) the origin market corresponding to at least one geographical zone type from the group consisting of an airport, a city, a state and country, a country, a geographical region, and a world, and~~

~~ii) the destination market corresponding to at least one geographical zone type from the group consisting of an~~

~~airport, a city, a state and country, a country, a geographical region, and the world; and~~

~~creating a table of geographical zone types and a priority rank associating with each geographical zone type, the priority rank associated with each geographical zone type decreasing as a function of the precision of the associated geographical zone type.~~

14. (currently amended) The method according to claim 13, wherein, said ~~created~~ stored table includes at least:

i) the airport geographic zone type with a first priority rank,

ii) the city geographic zone type with a second priority rank greater than the first priority rank,

iii) the country geographic zone type with a third priority rank greater than the second priority rank, and

iv) the geographic region geographic zone type with a fourth priority rank greater than the third priority rank.

15. (currently amended) The method according to claim 13, wherein,

~~the origin market is a first geographical zone type and the destination market is a different, second geographical zone type~~

the geographic zone type of the origin market and the geographic zone type of the destination market, of at least some of the stored rules, are different.

16. (currently amended) The method according to claim [[13]] 15, comprising the further step of:

calculating a priority of each market pair by

i) assigning a first priority value to the origin market based on the priority rank associated with the geographical zone type of the origin market,

ii) assigning a second priority value to the destination market based on the priority rank associated with the geographical zone type of the destination market, and

iii) combining the first priority and the second priority.

17. (currently amended) The method according to claim 13, ~~wherein,~~

~~at least one market of the market pair is defined by at least two geographical zone types from the group consisting of an airport, a city, a state and country, a country, a geographical region, and a world, and~~

comprising the further step of:

calculating a priority of each market pair by

i) assigning a priority value to the origin market based on the priority rank associated with each geographical zone type of the origin market,

ii) assigning a second priority value to the destination market based on the priority rank associated with each geographical zone type of the destination market, and

iii) combining the priority values of the origin market with the priority values of the destination market.

18. (previously presented) The method according to claim 13, comprising the further steps of:

defining, within the first criteria section for at least some of the rules, additional criteria used for selection of a flight; and

assigning, to each of the additional criterion, a value corresponding to a weight based on a degree of importance of each additional criterion,

wherein a total weight of each rule is a total of the weights assigned to the additional criteria.

19. (previously presented) The method according to claim 16, comprising the further steps of:

defining, within the first criteria section for at least some of the rules, additional criteria used for selection of a flight; and

assigning, to each of the additional criterion, a value corresponding to a weight based on a degree of importance of each additional criterion,

wherein a total weight of each rule is a total of the weights assigned to the additional criteria.

20. (currently amended) The method according to claim 19, comprising the further steps of:

creating [[a]] the request by entering a origin market and a destination market as part of [[a]] the flight search;

the computerized travel reservation searching the stored rules to find rules with market pairs agreeing with both the origin market and the destination market entered for the flight search;

for the rules found to having market pairs agreeing with both the origin market and the destination market, for each rule, the computerized travel reservation computing the priority value of each market pair by

i) assigning a priority value to the origin market based on the priority rank associated with each geographical zone type of the origin market,

ii) assigning a second priority value to the destination market based on the priority rank associated with each geographical zone type of the destination market, and

iii) combining the priority values of the origin market with the priority values of the destination market to define the computer priority value of the market pair of the rule; and

responsive to the flight search, the computerized travel reservation returning the content of the rule having the market pair with the lowest computed priority value.

21. (previously presented) The method according to claim 20, wherein,

in said step of returning the content of the rule having the market pair with the lowest computed priority value, of two rules having the same lowest computed priority value, returning the content of the rule having the origin market with the lowest priority value.

22. (previously presented) The method according to claim 13, wherein,

the service information, applicable to the flights within the creating rules for accessing database data, is the numbers of the loading terminals for the applicable flights.

23. (previously presented) The method according to claim 13, wherein,

the service information, applicable to the flights within the creating rules for accessing database data, is

information concerning traffic restrictions for the applicable flights.

24. (previously presented) The method according to claim 13, wherein,

the service information, applicable to the flights within the creating rules for accessing database data, is rules relating to the distribution of tickets by the Internet for the applicable flights.

25. (previously presented) The method according to claim 13, wherein,

the service information, applicable to the flights within the creating rules for accessing database data, is rules relating to meal service for the applicable flights.

26. (previously presented) The method according to claim 13, wherein,

the service information, applicable to the flights within the creating rules for accessing database data, is information identifying types of classes of reservations recognized for the applicable flights.

27. (previously presented) The method according to claim 14, wherein,

the service information, applicable to the flights within the creating rules for accessing database data, is the numbers of the loading terminals for the applicable flights so that loading terminals are determinable, via the defined market pair, for flights between the origin market and the destination market of the defined market pair.

28. (previously presented) The method according to claim 13, wherein,

the service information, applicable to the flights within the creating rules for accessing database data, is rules relating to meal service for the applicable flights so that meal service is determinable, via the defined market pair, for flights between the origin market and the destination market of the defined market pair.

29. (new) A method for storing and accessing data in databases of a computerized travel reservation system, comprising the steps of:

defining market pairs for storage in the database system of the computerized travel reservation system,

wherein each market pair comprises i) an origin market defining a geographic zone of departure of flights and ii) a destination market defining a geographic zone of arrival of the flights,

wherein the geographic zones of departure and arrival comprise at least i) a first group of geographic zones within a first geographic zone type, the first geographic zone type representing a first geographic precision and assigned a first priority rank and ii) a second group of geographic zones within a second geographic zone type, the second geographic zone type representing a second geographic precision assigned a second priority rank, a value of the first priority rank being less than a value of the second priority rank,

wherein the value of the first priority rank being less than the value of the second priority rank reflects the first geographic precision of the first geographic zone type being more precise than the second geographic precision of the second geographic zone type;

storing flight trip rules in a database system of a computerized travel reservation, each rule comprising i) a set of criteria defining a flight to which the rule applies, the set of criteria comprising one of the market pairs and additional selection criteria concerning service information applicable to the applicable flight, and ii) a content representing a weight value of the criteria defining the flight;

storing, in the database system of the computerized travel reservation system, a table associating each geographic zone type with the assigned priority rank,

wherein a priority of each market pair is the assigned priority rank of the geographic zone type of the origin market

added to the assigned priority rank of the geographic zone type of the destination market,

wherein a weight is assigned to each additional criteria in the set of criteria of each trip information, the weight assigned to each additional criteria defining a degree of importance of each additional criteria,

wherein the content representing the weight value of the criteria defining the flight is determined from the priority of each market pair and the weight of each additional criteria of the trip information; and

the computerized travel reservation system responding to a trip search comprised of first origin market and a first destination market, by

i) accessing a flight trip rule by searching the stored market pairs of the stored trip information for plural market pairs agreeing with the first origin market and the first destination market,

ii) calculating the priority for each of the plural market pairs agreeing with the first origin market and the first destination market,

iii) identifying at least one market pair whose priority has the lowest value from among the plural market pairs agreeing with the first origin market and the first destination market, and

iv) returning a content of the one flight rule that is applicable to the at least one market pair with the priority of the lowest value.

30. (new) The method of claim 29, wherein,
the defined geographic zones include

i) plural airport zones corresponding to the airport geographic zone type with a first priority rank,

ii) plural city zones corresponding to the city geographic zone type with a second priority rank greater than the first priority rank,

iii) plural country zones corresponding to the country geographic zone type with a third priority rank greater than the second priority rank, and

iv) plural geographic region zones corresponding to the geographic region geographic zone type with a fourth priority rank greater than the third priority rank, and

v) a world zone corresponding to the world geographic zone type with a fifth priority rank greater than the fourth priority rank,

the priority of a first market pair comprised of an origin market defining an airport geographic zone type and a destination market defining a country geographic zone type is equal to a value of the first priority rank and a value of the third priority rank, and

the priority of a second market pair comprised of an origin market defining an airport geographic zone type and a destination market defining a city geographic zone type is equal to the value of the first priority rank and a value of the second priority rank.

31. (new) The method according to claim 29, wherein, in said step of identifying at least one market pair whose priority has the lowest value, upon two market pairs being identified with priority having the lowest value, identifying one market pair of the two market pairs with the origin market having the lowest priority value, and

in said step of returning a content of the one flight rule that is applicable to the at least one market pair with the priority of the lowest value, returning the content of the one flight rule that is applicable to the one market pair with the origin market having the lowest priority value.

32. (new) The method according to claim 31, wherein, the computerized travel reservation system responds to the trip search based on the content representing the weight value of the criteria defining the flight.